



**Technical Advisory Committee (TAC) Meeting**  
Marion County – Library Headquarters, Meeting Room B  
2720 E. Silver Springs Blvd., Ocala, FL 34470  
3:30 PM

**MINUTES**

**Members Present:**

Noel Cooper  
Tom Duncan  
Kia Powell  
Loretta Shaffer (*alternate Candace Shelton*)  
Jeff Shrum  
Tracy Straub (*alternate Christopher Zeigler attended and arrived at 3:34pm*)  
Bob Titterington  
Chuck Varadin (*arrived at 3:32pm*)

**Members Not Present:**

Chris Carlisle  
Chad Ward

**Others Present:**

Rob Balmes, Ocala Marion TPO  
Sara Brown, Ocala Marion TPO  
Shakayla Irby, Ocala Marion TPO  
Liz Mitchell, Ocala Marion TPO  
Jon Scarfe, FDOT  
Melissa McKinney, FDOT  
Mo Ansari, Kimley-Horn

### **Item 1. Call to Order**

Chairman Jeff Shrum called the meeting to order at 3:30pm.

### **Item 2. Roll Call**

Secretary Shakayla Irby called the roll and a quorum was present.

### **Item 3. Proof of Publication**

Secretary Shakayla Irby stated the meeting had been published online to the TPO's website, as well as the City of Ocala, Belleview, Marion County, and Dunnellon's websites on August 6, 2024. The meeting had also been published to the TPOs Facebook and Twitter pages.

### **Item 4. Membership Update**

Chairman Shrum welcomed Tom Duncan, SunTran Administrator, who replaced Ji Li on the TAC committee.

Chairman Shrum also mentioned Chris Carlisle, Director of Governmental and Community Affairs for Marion County Public Schools, who replaced Dave Herlihy, would be joining the TAC committee. Mr. Carlisle was unable to attend the August meeting.

### **Item 5. Consent Agenda**

*Mr. Titterington made a motion to approve the Consent Agenda. Mr. Cooper seconded, and the motion passed unanimously.*

### **Item 6a. List of Priority Projects (LOPP) Policies and Procedures Update**

TPO Director, Mr. Rob Balmes, presented updates on the LOPP (List of Priority Projects) Policies and Procedures following a formal request at the June 25 TPO Board meeting by Chair Dreyer to review and revise the LOPP schedule. Based on the review, several updates to the LOPP schedule, roles, and expectations were proposed.

#### **Revised LOPP Schedule**

- **January:** LOPP process begins; schedule announced to TPO Board/Committees and local jurisdictions; review prior project rankings and applications.
- **February:** Meetings and coordination with local jurisdictions.
- **March – April:** Coordination with FDOT on the Work Program schedule and project application requirements.
- **No later than March 31:** Deadline for new projects, updates, priorities, and local jurisdiction commitments.
- **No later than April 30:** Finalize Draft LOPP Project Lists and rankings.
- **May:** Present Draft LOPP to Board/Committees; close of public and committee comments on the draft.

- **No later than June 15:** Local jurisdictions submit FDOT Project Applications to the TPO.
- **June:** Present and adopt the Final LOPP; submit project applications and adopted LOPP to FDOT by June 30.

### **Agency Roles and Expectations Updates**

- **TPO:** Develops and presents LOPP project lists, submits project applications to FDOT's GAP portal.
- **Local Jurisdictions:** Prepares and submits project applications to the TPO.

### **LOPP List Organization Changes**

Two lists were removed from the LOPP:

- **Removed Lists:** Complete Streets, Transit.
- **Remaining Lists:** Top 20 Priorities, Strategic Intermodal System (SIS), Non-SIS Capacity, Safety and Operations, Trails, Bicycle and Pedestrian, Planning.

### **Top 20 Priorities Eligibility Requirements**

- Projects must be included in the current Long-Range Transportation Plan (LRTP).
- Local projects must have application and resubmittal commitments by March 31 for eligibility.

Mr. Cooper inquired if projects that previously had an application with FDOT needed to be renewed every year.

Mr. Balmes stated that this was a recent change brought to his attention. He explained that projects now need to be resubmitted annually, though not necessarily with a new application. It may require updating dates, reviewing cost estimates for accuracy, but the request was that applications be resubmitted moving forward.

Chairman Shrum asked whether a project needed to be included in the local comprehensive plan in order to be on the list and if that was still an FDOT requirement.

Mr. Cooper recalled that the application included a question regarding whether the project was part of the local comprehensive plan, but he was unsure if it was a requirement.

Chairman Shrum asked Mr. Balmes to research this matter and, if it was a requirement, to add it to the LOPP policies and procedures.

Mr. Balmes pointed out that the recommendations were only for the Top 20 list.

Chairman Shrum inquired whether the two lists being removed, Complete Streets and Transit, would continue to be categorized separately or if they would no longer be categorized at all.

Mr. Balmes explained that complete streets could be addressed through projects that improve safety and operations. He noted that he hadn't seen many MPOs with a dedicated complete streets list—perhaps none at all. It was a suggestion from the consultant team to have such a list.

Chairman Shrum asked for clarification on the schedule, specifically regarding the two May dates for presenting the draft LOPP to the Board/Committees and the close of public and committee comments on the draft. He inquired which event would occur first.

Mr. Balmes said he would ensure the dates are clearly broken down and clarified. He explained that after the committee meetings and feedback, the process would close, and comments from the committees, citizens, and TPO staff would be shared with the TPO Board to ensure they are well informed. The adoption would be planned for June.

Mr. Cooper inquired whether the TPO staff was still using the ranking criteria and point system for the LOPP that were established a couple of years ago.

Mr. Balmes said that the criteria and point system were still in place, but they had not been used in the last two cycles because the TPO Board had made decisions to rearrange many projects based on the strategic refinement methodology. However, the process could be revisited and potentially used again in the future.

Chairman Shrum expressed a desire to revisit the ranking and point process due to recent changes and to assess how the projects would rank under this system.

Mr. Cooper suggested that the ranking and point system could be useful for the committee and could be applied to the first draft of the LOPP.

Mr. Balmes agreed, noting that it would be a good idea for staff to create a column to assess how projects rate according to the scoring system.

*Mr. Cooper made a motion to approve the LOPP Policies and Procedures Update, with the understanding that the suggested refinement of the document and clarification of the May dates would be reviewed. Mr. Titterton seconded, and the motion passed unanimously.*

### **Item 7a. 2024 Traffic Counts Report and Map**

Transportation Planner Sara Brown presented the 2024 Traffic Counts Report, which was published on the TPO website on July 8, 2024. The report, compiled by professionals from Marion County, the City of Ocala, and FDOT, included traffic counts data.

The report was available online at the TPO website <https://ocalamariontpo.org/transportation-statistics/>.

Additionally, an online map of the traffic counts can be accessed through the ArcGIS dashboard <https://www.arcgis.com/apps/dashboards/00c6a83faec1494e8dcf1991f3e0c4d3>.

### **Item 7b. Commitment to Zero Annual Report and Dashboard**

Transportation Planner Sara Brown presented updates on the TPO's Commitment to Zero Safety Action Plan. She discussed the updates to the online, interactive dashboard and the annual summary report as part of the TPO's commitment to enhancing transportation safety in Marion County.

- **Commitment to Zero Dashboard:** The updated dashboard displayed crash data from 2019-2023, including fatal and serious injury crashes. It allowed users to filter data by year, severity, and crash type, and showed conditions such as light, weather, and road. The dashboard was updated annually and was accessible to the public via an online link.
- **Commitment to Zero Annual Report:** The 2024 Annual Safety Summary Report provided a detailed analysis of crash statistics for Marion County over the same five-year period. It included information on crash types, severity, and frequently affected locations.

The updated Commitment to Zero Annual Report and Executive Summary could be viewed using the following link: <https://ocalamariontpo.org/transportation-statistics/>

Chairman Shrum asked whether crash data was received electronically or through hard copies.

Ms. Brown explained that crash data was obtained through Signal 4 and noted that occasionally some crashes were geocoded incorrectly, which required data cleanup.

Chairman Shrum gave accolades to Ms. Brown for her excellent work on the updates to the report and dashboard and suggested sharing the Executive Summary with as many outlets as possible.

Mr. Varadin also praised the data and dashboard after reviewing them and complimented Ms. Brown on a job well done.

### **Item 7c. SunTran Annual Report**

Tom Duncan, SunTran Transit Administrator, provided the annual report presentation to the committee.

*The slide presentation with information on the annual report can be found on pages 9-28 of this set of minutes for reference.*

Mr. Varadin inquired about how maintenance for electric vehicles differed from that for diesel vehicles.

Mr. Duncan said he believed that initial maintenance costs would be lower for electric vehicles. However, from a safety and security standpoint, especially in the event of disasters, SunTran would continue to maintain diesel buses. Currently, there were twelve diesel buses, with plans to bring in five more. As the diesel buses reach the end of their life, an analysis would be conducted to determine how many diesel buses SunTran would continue to maintain.

Mr. Varadin inquired about Microtransit and the areas that would receive these services.

Mr. Ji Li, Senior Transit Planner with the City of Ocala explained that Microtransit services would be available in areas with low ridership as well as low-income areas.

### **Item 8. Comments by FDOT**

Ms. Kia Powell provided the construction report and reminded the committee that they could visit [www.cflroads.com](http://www.cflroads.com) for additional information. She reported six lane closures reported in the area.

Ms. Powell also gave the following updates:

- S.R. 200 Resurfacing from east of I-75 to U.S. 301 was set to start the summer of 2024
- U.S. 301 (S.R. 35) Resurfacing from north of C.R. 42 to north of SE 144<sup>th</sup> Place Road was set to start the summer of 2024
- C.R. 484 and I-75 Interchange Roadway Improvements - Update: The estimated end date was updated to Spring 2025 due to weather and various utility complications. (433651-1) The contractor is working on curb, gutter, and sidewalk grading throughout the project limits. Utility conflicts that are affecting the ability to install drainage at the C.R. 484 and C.R. 474A intersection are being coordinated and resolved.
- S.R. 464 Resurfacing from U.S. 301/U.S. 27 to S.R. 35 - The contractor is performing curb and gutter installation, sodding, and gravity wall construction. Signal work continues at various intersections.
- The development of the 2055 Florida Transportation Plan (FTP) update had begun. The 2055 FTP update would develop statewide goals and regional objectives, empowering communities to adopt unique local strategies that align with the FTP. The plan would be developed through Steering Committee guidance, Focus Group support, and comprehensive community engagement (both public and partner engagement). The Five Focus Groups would provide an opportunity for more targeted discussions and would report input and feedback to the Steering Committee as the development process evolves. Community Engagement activities would be structured to provide feedback to both the Steering Committee and Focus Groups at key decision points. Multiple opportunities exist for collaboration, including statewide events, MPO technical and citizen advisory committee collaboration, regional workshops, and partner coordination.
- A Public Meeting was scheduled for August 14, 2024, from 5:30 – 7:00 pm at the Belleview Community Center to discuss the U.S. 27 Resurfacing project. The meeting was to be held in person with a virtual attendance option available.

### **Item 9. Comments by TPO Staff**

Mr. Balmes provided the following updates:

- There would be a 2050 Long Range Transportation Plan (LRTP) Community Workshop on September 18, 2024 at the College of Central Florida Webber Center from 5:00pm to 7:30pm. There would be a second workshop to follow that would occur sometime in the winter.
- At the request of TPO Board Chair Kristen Dreyer, TPO staff coordinated with Marion County partners to create a one-page summary listing major program and project-related activities focused on transportation safety.

The summary aimed to better inform elected officials and partner agencies about ongoing safety programs and responsibilities in Marion County. A draft of the summary document, which included additional safety-specific projects submitted by local partners, was provided with the memo. Feedback and input were requested before the document's submission to the TPO Board for the August 27, 2024 meeting.

- On July 23, the Florida Department of Transportation (FDOT) announced the approval of the 2035 to 2050 Strategic Intermodal System (SIS) Long-Range Cost Feasible Plan. This announcement completed the three current time bands of SIS plans, which were listed on the FDOT website <https://www.fdot.gov/planning/systems/sis/plans.shtm>. The SIS documents, organized by FDOT District, included the SIS Adopted 5-Year Plan, the Second Five-Year Plan, and the Long-Range Cost Feasible Plan. The First and Second Five-Year Plans were set to be updated in the upcoming fiscal year. The TPO's 2050 Long Range Transportation Plan development process was to integrate all SIS projects located in Marion County.
- Governor DeSantis had sent a letter of concurrence regarding the apportionment plan, which identified the planning area and board composition. The plan was then finalized.

Ms. Brown provided the following update:

- On July 11, 2024, FDOT reached out to the TPO to process a modification of the FY 24 to FY 28 TIP for the I-75 at NW 49<sup>th</sup> Street Interchange project due to some additional project refinements. *Additional modification information can be found on pages 29-33 of this set of minutes for reference.*
- The TPO was set to start the Active Transportation Plan, an update to the previous Bicycle and Pedestrian Master Plan. The new plan would include considerations for pedestrians, bicyclists, and equestrian riders. This year-long process was scheduled to conclude in August of the following year. A stakeholder meeting, open to anyone, was planned to take place in two weeks.

Chairman Shrum inquired whether the Community Traffic Safety Team (CTST) was continuing its safety activities as it had in the past.

Mr. Balmes responded that there had been productive discussions within the CTST to formalize and focus their meetings and activities.

Ms. Brown, who attends CTST meetings, mentioned that there had been discussions about agendas and meeting minutes. She also highlighted some upcoming events, such as Walk Your Kids to School, Mock DUI, and other future safety initiatives.

### **Item 10. Comments by TAC Members**

*There were no comments by TAC members.*

### **Item 11. Public Comment**

Steven Cohoon, Marion County Engineer, provided comments on how the Marion County Engineer's Office utilizes the Commitment to Zero Dashboard. They review upcoming projects and the dashboard to identify hotspots for specific types of crashes on roadways. If an area shows a high number of crashes, they assess what safety improvements can be made and how they can be funded.

Mr. Cohoon also inquired about the length and weight of electric buses compared to diesel buses.

Mr. Duncan responded that he was not sure of the comparison off the top of his head.

Mr. Cohoon mentioned that his inquiry about the length and weight of the buses was due to the current design for diesel buses. He was looking into designs that could accommodate the weight of electric buses.

**Item 12. Adjournment**

Chairman Shrum adjourned the meeting at 4:32pm.

Respectfully Submitted By:

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Shakayla Irby, TPO Administrative Assistant





# SunTran 2023/2024 Annual Report

TAC/CAC Meetings (08/13/2024)

TPO Board Meeting (08/27/2024)



# Presentation Topics

SunTran TDP Goals and Implementation Plan

Downtown Circulator Project

FTA Low or No Emission and Grants for Buses and Facilities Competitive Programs FY 2023

SunTran Building Renovation

FTA 2023 Triennial Review Results

FY 2024 FDOT Triennial Review

Downtown Transfer Station New Restroom Facility & Ticketing Kiosk

Bus Stop Shelter Improvements

Operating Performance Update

# TDP Goals



## Environment and Equity

Enhance the integration of transit services to support environmental sustainability and address equity issues within the community.

## Accessibility

Expand transit services to maximize access to opportunities.

## Usability

Make the system more convenient and useful for residents and visitors.

## Efficiency

Maximize the productivity and financial efficiency of transit operations.

## Presence

Engage the community to improve service awareness and public support.

# TDP (2025 – 2034 Year Implementation Plan)



**Downtown Circulator**

**Downtown Restroom Facility  
& Ticketing Kiosk**

**Bus Stop Shelter  
Improvement**

**2025**

**Microtransit – Sunday A  
Microtransit Belleview**

**2027**

**Marion Oaks service**

**2028**

**2026**

**Blue-Green-Orange-Purple improvements**

**Microtransit – Sunday B**

**Microtransit – Sunday C**

**Bus Stop Shelter  
Improvement**

**2028**

**Red Route streamlining  
Silver Springs Shore  
Microtransit**



# TDP (2025 – 2034 Year Implementation Plan)



Silver Route Consolidate  
with Northwest  
Microtransit  
**2029**

Microtransit – SW SR 200  
Corridor  
**2031**

Yellow A Improvements  
**2033**

**2030**  
Blue-Green-Orange-Purple improvements

**2032**  
Yellow Route Consolidate



# FTA Low or No Emissions & Buses and Facilities Programs

FTA's Competitive Funding Opportunities (5339 Grant)

FY 2023 Total  
Funding Amount:

- Low-No Program: \$1.22 billion
- Buses and Bus Facilities Program: \$473 million

FY 2023 Final  
Results\*:

- Total projects awarded: 130
- Projects Awarded Percentage: 27.3%

\* FTA received 475 eligible project proposals in 46 states/territories, requesting approximately \$8.7 billion.

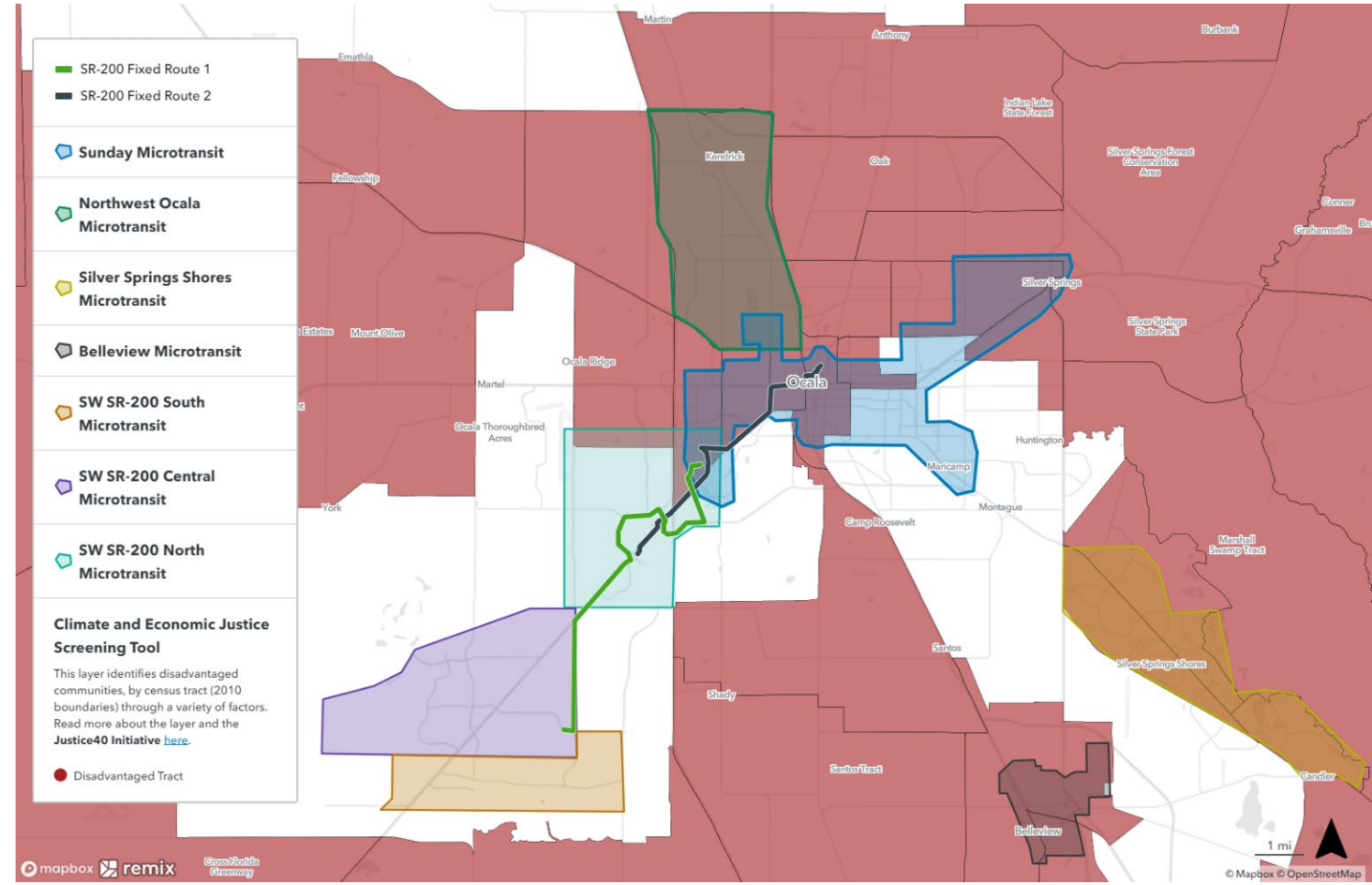


## FTA Low or No Emissions & Buses and Facilities Programs

- SunTran's Proposal Included:
  - 26 battery electric small cutaway vans
  - 5 battery 35-foot BEBs (Battery Electric Buses)
  - Purchase and installation of supporting infrastructure and equipment
  - Expansion of the SunTran existing maintenance facility to support electric vehicle maintenance and operation
- Total Funding Request:
  - 16.2 Million (Full Scale)
  - 13.3 Million (Reduced Scale)
- **Grant Awarded: 06/26/2023 (Full Scale)**



# FTA Low or No Emissions & Buses and Facilities Programs



# What has been done?



- Initial consultation and evaluation of Mobility-on-Demand (MOD) microtransit planning software providers: Via Transportation, Ecolane, Sparelabs, and RideCo.
  - Background and history
  - Strengths and weaknesses
  - Alignment of the planning software with the needs of the City
  - List of references
  - Initial cost estimates
- Negotiation with Center for Transportation and the Environment (CTE) regarding service contract
- Preparation of grand funding disbursement
- Funding disbursement anticipation date: by the end of June 2024

TABLE 1—FY 2023 LOW OR NO EMISSION PROJECT SELECTIONS  
[Note: some projects have multiple project IDs]

State	Recipient	Project ID	Project description	Award
AL	Alabama Agricultural and Mechanical University	D0203-LWNO-001	Upgrade infrastructure and facilities to include solar power and purchase battery electric buses.	\$8,122,850
AR	City of Jonesboro, Arkansas	D0203-LWNO-002	Replace diesel buses with hybrid electric buses	1,010,372
AZ	City of Tucson, Sun Tran	D0203-LWNO-003	Replace diesel buses with CNG	21,490,560
AZ	Regional Public Transportation Authority	D0203-LWNO-004	Replace diesel and CNG buses with battery electric buses, and workforce training for new technologies.	13,295,699
CA	Alameda-Contra Costa Transit District	D0203-LWNO-011	Retrofit a Training and Education center to include a bus maintenance and a zero emission technologies learning space. Purchase fuel cell electric buses.	25,513,684
CA	City of Anaheim	D0203-LWNO-006	Purchase battery electric buses, install charging equipment, and construct Bus Rapid Transit stops.	3,609,800
CA	City of Santa Rosa	D0203-LWNO-007	Replace diesel buses with battery electric buses and install chargers.	9,899,120
CA	Golden Empire Transit	D0203-LWNO-010	Purchase CNG buses	5,750,351
CA	North County Transit District (NCTD)	D0203-LWNO-005	Purchase hydrogen fuel-cell electric buses (FCEB) and create an Advanced Transportation apprenticeship program in partnership with a local college.	29,330,243
CA	State of California on behalf of Glenn County Transportation Commission	D0203-LWNO-008	Purchase hybrid electric buses	3,400,000
CA	State of California on behalf of Kern Regional Transit	D0203-LWNO-009	Purchase CNG buses	3,248,500
CO	City of Colorado Springs dba Mountain Metropolitan Transit	D0203-LWNO-015	Replace diesel buses with hybrid electric buses	3,199,038
CO	Maui County	D0203-LWNO-013	Purchase CNG buses	1,162,000
CO	The Colorado Department of Transportation (CDOT) on behalf of Mountain Express Transit	D0203-LWNO-014	Purchase propane vehicles and associated maintenance facility upgrades.	753,118
CO	The Colorado Department of Transportation (CDOT) on behalf of the Town of Winter Park	D0203-LWNO-012	Purchase battery electric bus and a charger	1,145,951
CT	State of Connecticut Department of Transportation	D0203-LWNO-016	Purchase battery electric buses, related charging infrastructure and associated facilities and power upgrades.	26,437,120
DC	Washington Metropolitan Area Transit Authority	D0203-LWNO-017 D0203-LWNO-018	Purchase battery electric buses, convert an existing facility to a fully battery-electric bus facility and fund workforce development.	104,000,000
DE	City of Ocala	D0203-LWNO-019 D0203-LWNO-020	Purchase battery electric buses and associated charging and facility upgrades, including expansion of existing maintenance facility.	16,166,822
GA	Georgia State University	D0203-LWNO-021	Purchase battery electric buses and associated infrastructure.	22,286,745
HI	Honolulu Department of Transportation Services	D0203-LWNO-022	Purchase battery electric buses and chargers	20,000,000
IA	City of Ames	D0203-LWNO-024	Purchase battery electric buses and chargers	2,359,072
IA	City of Des Moines	D0203-LWNO-023	Replace aged transit facility and replace diesel buses with battery electric buses.	23,260,546
IL	Metropolitan Mass Transit District	D0203-LWNO-027	Purchase hybrid electric buses	6,835,394
IL	Metropolitan Mass Transit District on behalf of 24 subrecipients	D0203-LWNO-028	Purchase battery electric vans and associated charging infrastructure for 24 subrecipients.	12,299,377
IL	Metropolitan Mass Transit District	D0203-LWNO-025	Purchase hybrid electric buses	4,094,652
IL	Metropolitan Mass Transit District Corporation	D0203-LWNO-026	Purchase hybrid electric buses	19,040,336
IN	Indianapolis Transit Authority	D0203-LWNO-029	Purchase battery electric buses	7,305,528
IN	Indianapolis Transit Authority	D0203-LWNO-030	Purchase battery electric buses and charging infrastructure; build out microgrid; re-tool the maintenance program and provide workforce development.	71,439,261
IN	Indianapolis Transit Authority	D0203-LWNO-033	Purchase hybrid electric buses and maintenance facility improvements.	2,212,747
IN	Lowell Regional Transit Authority	D0203-LWNO-032	Purchase hybrid electric buses	6,859,296
IN	Southeastern Regional Transit Authority	D0203-LWNO-034	Purchase hybrid electric buses	11,560,000
MA	The Brockton Area Transit Authority	D0203-LWNO-031	Purchase battery electric buses and related charging infrastructure.	10,694,736
MD	University of Maryland, College Park	D0203-LWNO-035	Purchase battery electric buses and related charging infrastructure.	39,863,156
MI	Interurban Transit Partnership	D0203-LWNO-036	Purchase CNG buses	6,197,180
MN	Metro Transit	D0203-LWNO-037	Purchase battery-electric buses to replace diesel buses, as well as chargers, maintenance equipment, and workforce development.	17,532,900
MN	Minnesota Department of Transportation on behalf of 2 rural transit agencies.	D0203-LWNO-038	Purchase propane buses and supporting fueling infrastructure.	1,456,970
MN	White Earth Reservation Business Committee	D0203-LWNO-039	Bus replacement with fareboxes	6,859,296
MS	City of Hattiesburg	D0203-LWNO-040	Replace diesel buses with battery electric buses and purchase associated charging infrastructure.	6,455,325
MS	Coast Transit Authority dba MS Coast Transportation Authority	D0203-LWNO-041	Purchase propane buses	1,760,000
MT	Missoula Urban Transportation District	D0203-LWNO-042	Replace the current operations facility with a new Maintenance Operations Administration Base.	39,142,124
NC	Cape Fear Public Transportation Authority	D0203-LWNO-045	Purchase CNG buses	2,860,250
NC	North Carolina Department of Transportation on behalf of ICTPA	D0203-LWNO-044	Construction of an operations and maintenance facility for propane vehicles.	3,306,967
NC	Research Triangle Regional Public Transportation Authority	D0203-LWNO-043	Purchase charging equipment and associated facility rehabilitation.	1,672,000

FL	City of Ocala	D2023-LWNO-020	Purchase battery electric buses and associated charging and facility upgrades, including expansion of existing maintenance facility.	16,166,822
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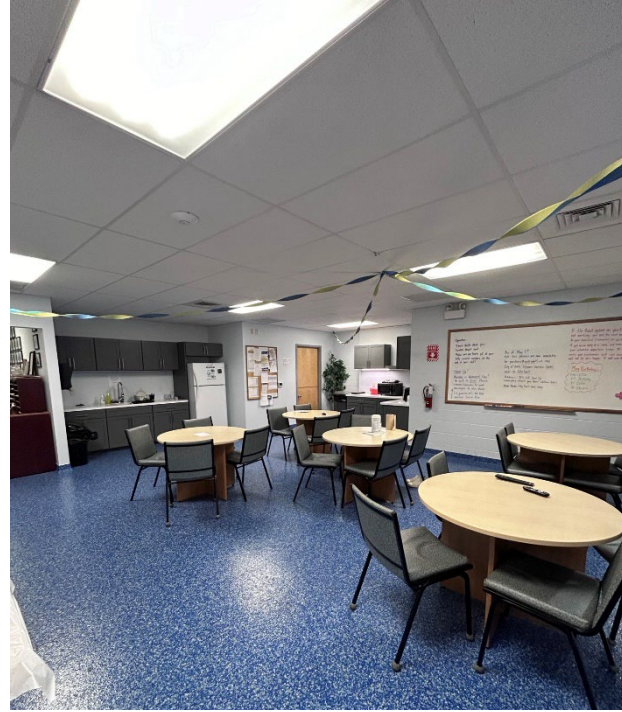




# Dedicated BEBs Maintenance Facility

- Two 40-foot Bus Service Bays
- State-of-the-Art Electric Bus Maintenance Infrastructure
  - Door/ceiling upgrade
  - Power infrastructure upgrade
  - Overhead lifting and fall protection equipment
  - Best charging practices and equipment
  - High-voltage PPEs





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# SunTran Building Renovation

- Major Project Timeline:
  - Project Start: 06/19/2023
  - Project End: 11/11/2023

# FTA Triennial Review Results -- 2023



- Examine recipient performance and adherence to current FTA requirements and Policies
- Final results of the review:
  - ❑ No deficiencies were found
  - ❑ Recommendations were provided:
    - i. Update the procurement policy to include missing federal clauses
    - ii. Attend procurement training classes(procurement department)
- Major remedies performed:
  - ❑ Procurement staff attended FTA Region IV training.
  - ❑ Revised the clauses and created Purchase Order templates for the various procurement types with the applicable clauses.
  - ❑ Procurement manual was revised.



# FDOT Triennial Review -- 2024



- Determine compliance with the provisions of FDOT's State Management Plan (SMP)

- Cover the following major topics:

- General Information
- Asset Inventories
- Financial Management Documentation
- Procurement Policies
- Employment Policies
- System Safety Program Plan (SSPP)
- Vehicle Maintenance Record



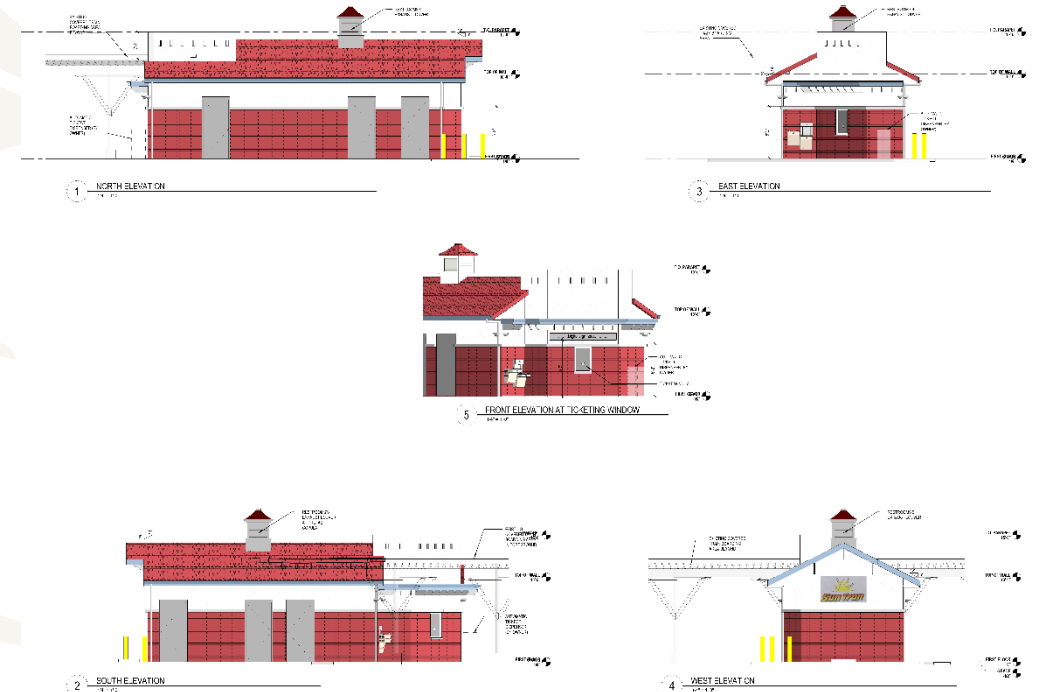
- Final Results:

- Deficiencies were found on Vehicle Maintenance & Safety and Security.
- Remedies were developed to address these deficiencies.
- Final remedies were submitted to FDOT by 07/19/2024.

# Downtown Transfer Station New Restrooms/Ticketing Kiosk

## Major project timeline/milestones:

- Recommended changes on layout of the plan
- Change of the project location due to potential conflict with the underground power lines
- Completion of 100% construction plan
- Submission of 100% construction plan to the City building department on 06/03/2024
- Grant funding for the construction of the restroom and ticketing kiosk is pending approval from FTA



# 23 Bus Stop Shelter Improvements

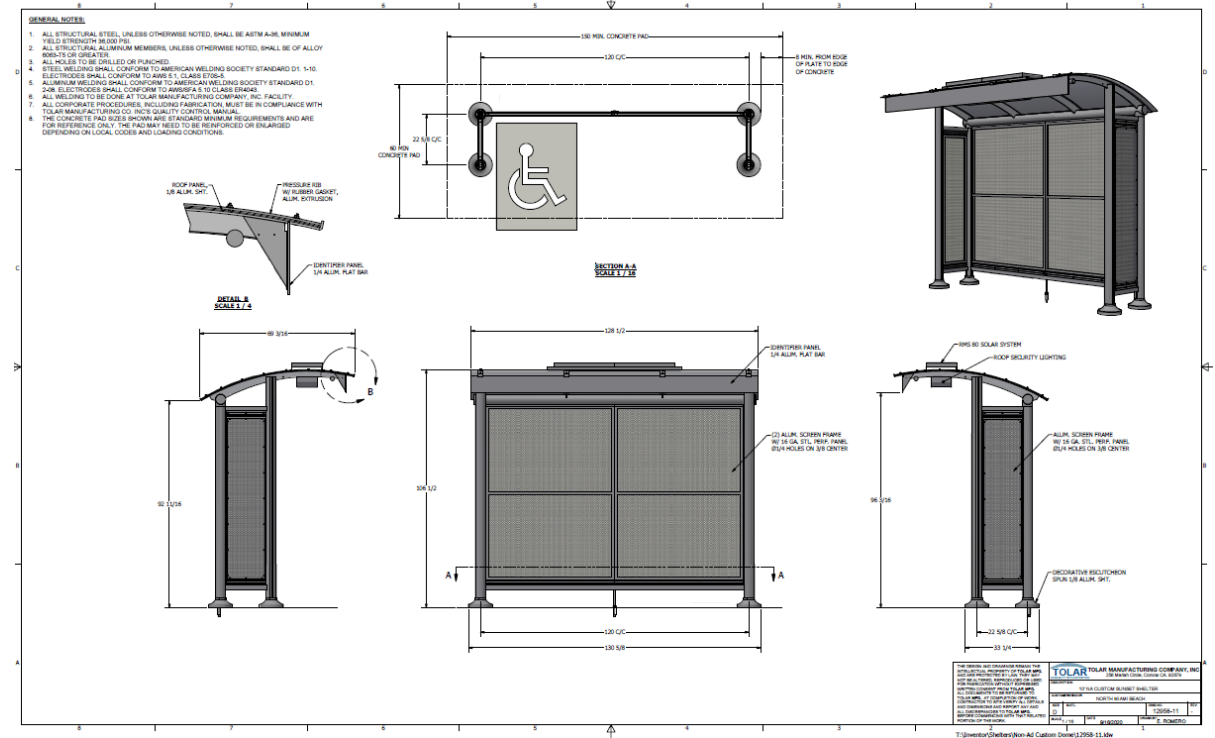


## Existing Project Status

- Site Plan completed for 23 bus stops
- Easement requests to project locations that need additional ROW are being processed
- Grant funding for the construction of the bus stop shelters is pending approval from FTA

## Next Steps

- Obtain building permit through city
- Find and select contractor
- Start construction in 2025.

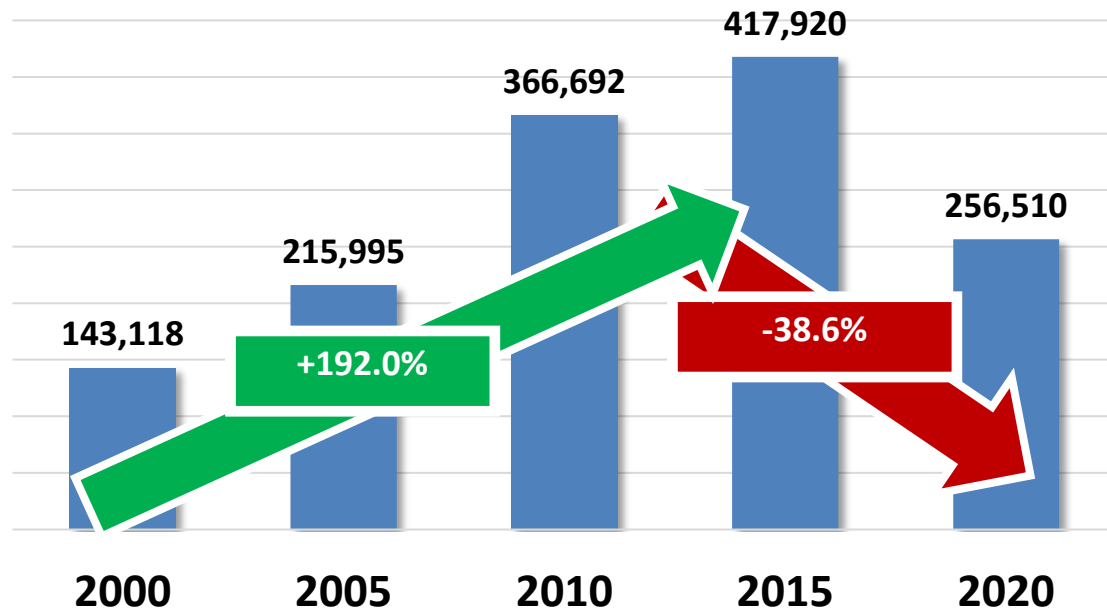




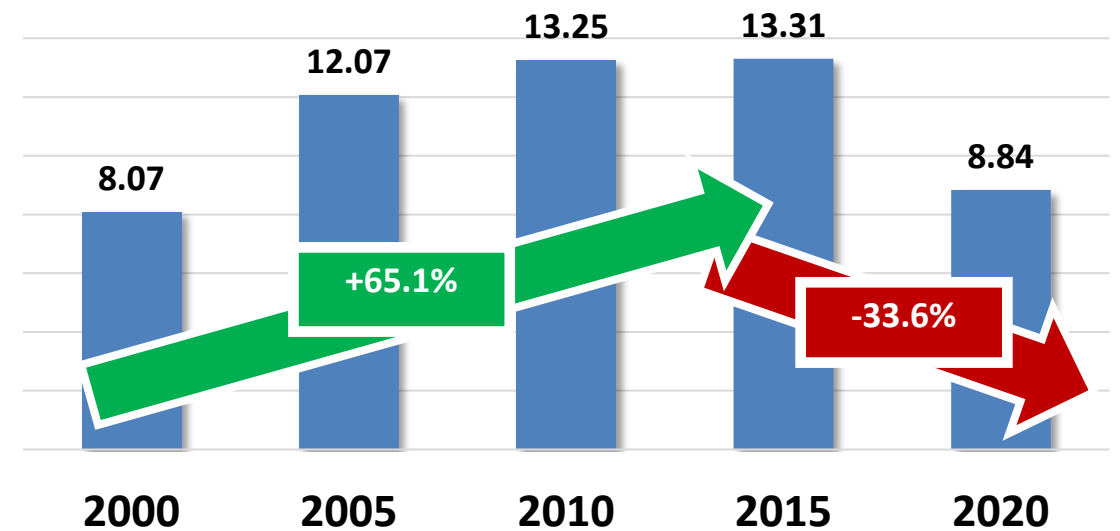
# Key Performance Indicators Update



## Ridership (FY)



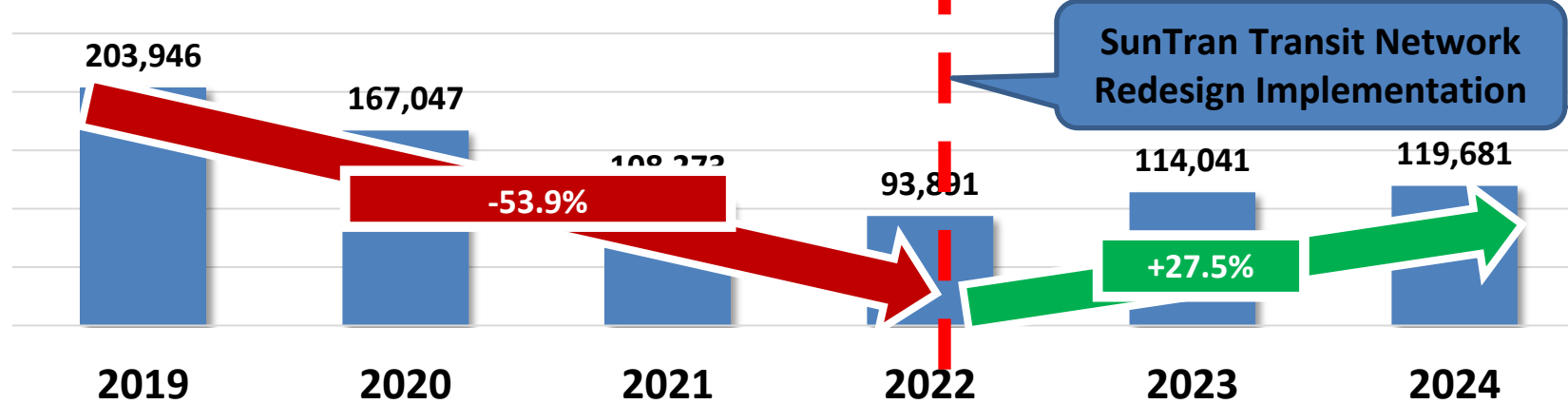
## Riders per Revenue Hour (FY)



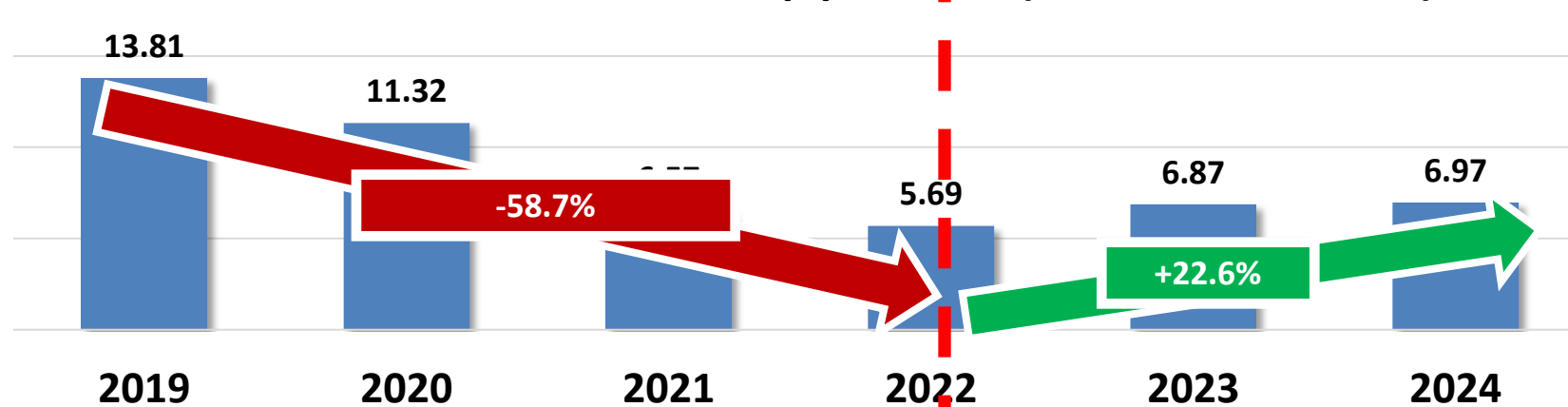
# Key Performance Indicators Update



### Oct – Mar Combined Ridership (FY 2019 – FY 2024 )



### Oct – Mar Combined Ridership per Hour (FY 2019 – FY 2024 )



# What is Next?



**APPROVAL OF THE  
CONSTRUCTION PLANS FOR  
THE DOWNTOWN TRANSFER  
STATION NEW  
RESTROOM/TICKETING KIOSK**



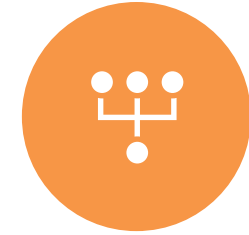
**COMPLETE THE EASEMENT  
REQUESTS FOR SELECT BUS  
STOP SHELTER SITES**



**START THE DOWNTOWN  
CIRCULATOR SERVICE IN 2025**



**START THE PROJECT  
IMPLEMENTATION FOR FY  
2023 LOW OR NO GRANT  
PROGRAM**



**FINALIZE THE FY 2023 5307  
CAPITAL AND OPERATING  
ASSISTANCE GRANT**



**FINALIZE THE SECTION 5307  
CONSOLIDATED CAPITAL  
GRANT  
FY 2019 – FY 2021**



**START CONSTRUCTION ON  
THE BUS SHELTERS IN 2025**



**START CONSTRUCTION ON  
THE KIOSK FACILITY IN 2024**

Thank You!





*Florida Department of Transportation*

RON DESANTIS  
GOVERNOR

605 Suwannee Street  
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.  
SECRETARY

07/11/2024 | 9:40 AM EDT

Mr. Robert Balmes, AICP, CTP, Executive Director  
Ocala-Marion Transportation Planning Organization (TPO)  
2710 E Silver Springs Blvd  
Ocala, FL 34470

**RE: Request to Revise Fiscal Year (FY) 2023/24-2027/28 Transportation Improvement Program (TIP)**

Dear Mr. Balmes:

In May 2024 Ocala-Marion TPO amended the FY 2023/24-2027/28 TIP to reflect updates to project #435209-1 - I-75 @ 49<sup>th</sup> St Interchange. As District Five further refines project details and costs for this project, additional funds have been added to the Right of Way (ROW), Railroad/Utilities (RRU) and Design-Build Construction (DSB) phases.

Since the additional funding increases do not meet the threshold for a formal TIP amendment, FDOT is requesting the TPO modify the TIP page with the information below.


The project is listed in the FY 2025/26-2028/29 TIP with the updated project details, however, to request authorization of federal funding prior to October 1, 2024, the project must also be accurately reflected in the current TIP.

<b>Item Number:</b> 435209 1		<b>Project Description:</b> I-75(SR 93) AT NW 49TH ST FROM END OF NW 49TH ST TO END OF NW 35TH ST					<b>*SIS*</b>	
<b>District:</b> 05		<b>County:</b> MARION		<b>Type of Work:</b> INTERCHANGE (NEW)		<b>Project Length:</b> 0.001MI		
		<b>Fiscal Year</b>						
<b>Phase / Responsible Agency</b>		<2024	2024	2025	2026	2027	>2027	All Years
<b>P D &amp; E / MANAGED BY FDOT</b>								
<b>Fund Code:</b> DDR-DISTRICT DEDICATED REVENUE		2,636,410						2,636,410
DIH-STATE IN-HOUSE PRODUCT SUPPORT		163,820	12,797	19,250				195,867
DS-STATE PRIMARY HIGHWAYS & PTO		575,493						575,493
<b>Phase: P D &amp; E Totals</b>		<b>3,375,723</b>	<b>12,797</b>	<b>19,250</b>				<b>3,407,770</b>
<b>PRELIMINARY ENGINEERING / MANAGED BY FDOT</b>								
<b>Fund Code:</b> DDR-DISTRICT DEDICATED REVENUE		5,031,148	287,719					5,318,867
DIH-STATE IN-HOUSE PRODUCT SUPPORT		263,449	82,719	12,139				358,307
DS-STATE PRIMARY HIGHWAYS & PTO		75,892	164,302					240,194
<b>Phase: PRELIMINARY ENGINEERING Totals</b>		<b>5,370,489</b>	<b>534,740</b>	<b>12,139</b>				<b>5,917,368</b>
<b>RIGHT OF WAY / MANAGED BY FDOT</b>								
<b>Fund Code:</b> CIGP-COUNTY INCENTIVE GRANT PROGRAM			118,395	7,230,216	31,605			7,380,216
DIH-STATE IN-HOUSE PRODUCT SUPPORT		989	4,961	50,000	20,000			75,950
DS-STATE PRIMARY HIGHWAYS & PTO					5,703,941			5,703,941
LF-LOCAL FUNDS				11,700,000				11,700,000
SA-STP, ANY AREA				2,596,246				2,596,246
SL-STP, AREAS <= 200K				1,000,000				1,000,000
TRIP-TRANS REGIONAL INCENTIVE PROGM				189,538	532,669			722,207
TRWR-2015 SB2514A-TRAN REG INCT PRG			257,500	51,500				309,000
<b>Phase: RIGHT OF WAY Totals</b>		<b>989</b>	<b>380,856</b>	<b>22,817,500</b>	<b>6,288,215</b>			<b>29,487,560</b>
<b>RAILROAD &amp; UTILITIES / MANAGED BY FDOT</b>								
<b>Fund Code:</b> LF-LOCAL FUNDS				4,644,137				4,644,137
<b>DESIGN BUILD / MANAGED BY FDOT</b>								
<b>Fund Code:</b> ACNP-ADVANCE CONSTRUCTION NHPP				61,877,614				61,877,614
ACSL-ADVANCE CONSTRUCTION (SL)				2,724,134				2,724,134
CM-CONGESTION MITIGATION - AQ				4,872				4,872
DDR-DISTRICT DEDICATED REVENUE				3,858,750				3,858,750
LF-LOCAL FUNDS				12,060,162				12,060,162
SA-STP, ANY AREA					212,400			212,400
SL-STP, AREAS <= 200K				6,006,996				6,006,996
TRIP-TRANS REGIONAL INCENTIVE PROGM				10,409,760				10,409,760
TRWR-2015 SB2514A-TRAN REG INCT PRG				4,407,071				4,407,071
<b>Phase: DESIGN BUILD Totals</b>				<b>101,349,359</b>		<b>212,400</b>		<b>101,561,759</b>
<b>Item: 435209 1 Totals</b>		<b>8,747,201</b>	<b>928,393</b>	<b>128,842,385</b>	<b>6,288,215</b>	<b>212,400</b>		<b>145,018,594</b>

As always, feel free to contact the Liaison Group at [D5-MPOLiaisons@dot.state.fl.us](mailto:D5-MPOLiaisons@dot.state.fl.us) if you would like to discuss further.

Sincerely,

DocuSigned by:



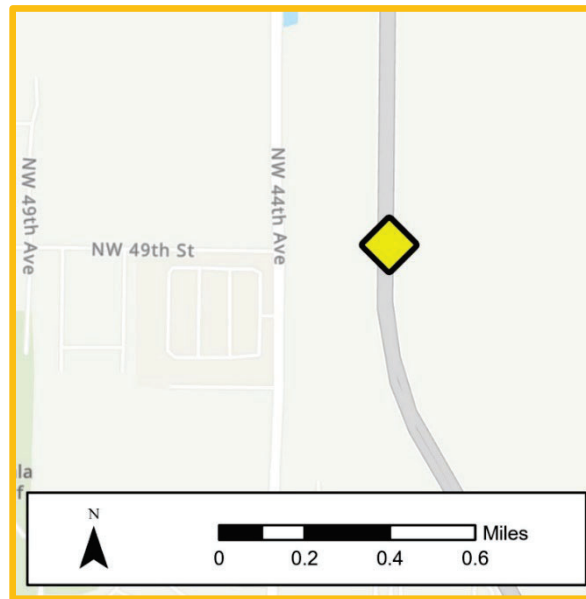
9DBC1D0E3EB04EE...

Jonathan Scarfe  
MPO Liaison Administrator

c: Kia Powell, FDOT  
FDOT D5 Work Program

**Project:** I-75 (SR 93) at NW 49th Street from end of NW 49th Street to end of NW 35th Street

Project Type: Interchange  
 FM Number: 4352091  
 Lead Agency: FDOT  
 Length: 0.1 miles  
 LRTP (Page #): LRTP Cost Feasible (pages 112-113) (Table 7.10)



SIS Project

**Description:**

Construction of a new I-75 interchange at NW 49th Street to facilitate projected increases in freight traffic and regional economic development. This project also includes extending NW 49th Street from NW 44th Avenue to NW 35th Avenue.

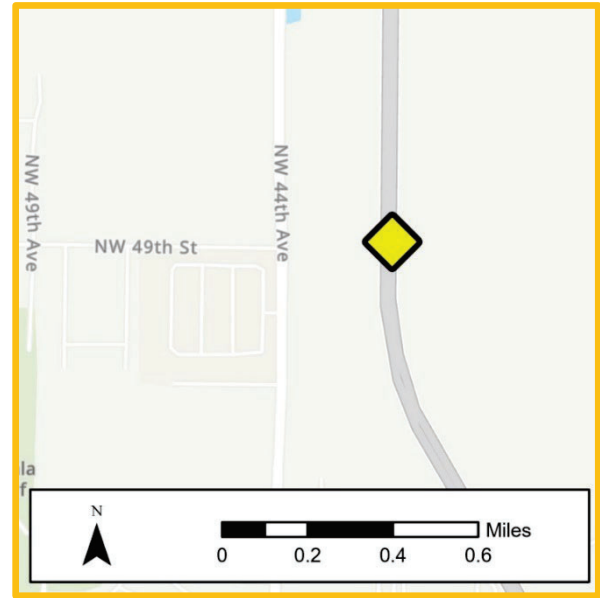
<b>Prior &lt;2024:</b>	<b>Future &gt;2028:</b>	<b>Total Project Cost:</b>
\$8,627,904	\$0	\$135,250,955

Phase	Fund Category	Funding Source	2024	2025	2026	2027	2028	Total
ROW	LF	Local	\$11,700,000	\$5,768,850	\$0	\$0	\$0	\$17,468,850
ROW	CIGP	State	\$100,000	\$2,630,216	\$0	\$0	\$0	\$2,730,216
ROW	DIH	State	\$19,189	\$50,000	\$0	\$0	\$0	\$69,189
ROW	DDR	State	\$0	\$3,948,826	\$0	\$0	\$0	\$3,948,826
ROW	SA	Federal	\$0	\$3,873,030	\$0	\$0	\$0	\$3,873,030
ROW	SL	Federal	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
ROW	TRIP	State	\$0	\$3,740,934	\$0	\$0	\$0	\$3,740,934
ROW	TRWR	State	\$0	\$418,360	\$0	\$0	\$0	\$418,360
RRU	LF	Local	\$0	\$1,760,000	\$0	\$0	\$0	\$1,760,000
DSB	ACNP	Federal	\$0	\$56,903,700	\$0	\$0	\$0	\$56,903,700
DSB	DDR	State	\$0	\$3,858,750	\$0	\$0	\$0	\$3,858,750
DSB	LF	Local	\$0	\$13,083,288	\$0	\$0	\$0	\$13,083,288
DSB	ACSL	Federal	\$0	\$2,516,655	\$0	\$0	\$0	\$2,516,655
DSB	SL	Federal	\$0	\$4,633,813	\$0	\$0	\$0	\$4,633,813
CST	TRIP	State	\$0	\$6,828,120	\$0	\$0	\$0	\$6,828,120
CST	TRWR	State	\$0	\$3,789,320	\$0	\$0	\$0	\$3,789,320
<b>Total:</b>			<b>\$11,819,189</b>	<b>\$114,803,862</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$126,623,051</b>

**Project:** I-75 (SR 93) at NW 49th Street from end of NW 49th Street to end of NW 35th Street

Project Type: Interchange  
 FM Number: 4352091  
 Lead Agency: FDOT  
 Length: 0.1 miles  
 LRTP (Page #): LRTP Cost Feasible (pages 112-113) (Table 7.10)

SIS Project



**Description:**

Construction of a new I-75 interchange at NW 49th Street to facilitate projected increases in freight traffic and regional economic development. This project also includes extending NW 49th Street from NW 44th Avenue to NW 35th Avenue.

<b>Prior &lt;2024:</b>	<b>Future &gt;2028:</b>	<b>Total Project Cost:</b>
\$8,747,201	\$0	\$145,018,594



**Project: I-75 (SR 93) at NW 49th Street from end of NW 49th Street to end of NW 35th Street (cont.)**

Phase	Fund Category	Funding Source	2024	2025	2026	2027	2028	Total
PD&E	DIH	State	\$12,797	\$19,250	\$0	\$0	\$0	\$32,047
PE	DDR	State	\$287,719	\$0	\$0	\$0	\$0	\$287,719
PE	DIH	State	\$82,719	\$12,139	\$0	\$0	\$0	\$94,858
PE	DS	State	\$164,302	\$0	\$0	\$0	\$0	\$164,302
ROW	LF	Local	\$0	\$11,700,000	\$0	\$0	\$0	\$11,700,000
ROW	CIGP	State	\$118,395	\$7,230,216	\$31,605	\$0	\$0	\$7,380,216
ROW	DIH	State	\$4,961	\$50,000	\$20,000	\$0	\$0	\$74,961
ROW	DS	State	\$0	\$0	\$5,703,941	\$0	\$0	\$5,703,941
ROW	SA	Federal	\$0	\$2,596,246	\$0	\$0	\$0	\$2,596,246
ROW	SL	Federal	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
ROW	TRIP	State	\$0	\$189,538	\$532,669	\$0	\$0	\$722,207
ROW	TRWR	State	\$257,500	\$51,500	\$0	\$0	\$0	\$309,000
RRU	LF	Local	\$0	\$4,644,137	\$0	\$0	\$0	\$4,644,137
DSB	ACNP	Federal	\$0	\$61,877,614	\$0	\$0	\$0	\$61,877,614
DSB	DDR	State	\$0	\$3,858,750	\$0	\$0	\$0	\$3,858,750
DSB	LF	Local	\$0	\$12,060,162	\$0	\$0	\$0	\$12,060,162
DSB	ACSL	Federal	\$0	\$2,724,134	\$0	\$0	\$0	\$2,724,134
DSB	CM	Federal	\$0	\$4,872	\$0	\$0	\$0	\$4,872
DSB	SA	Federal	\$0	\$0	\$0	\$212,400	\$0	\$212,400
DSB	SL	Federal	\$0	\$6,006,996	\$0	\$0	\$0	\$6,006,996
DSB	TRIP	State	\$0	\$10,409,760	\$0	\$0	\$0	\$10,409,760
DSB	TRWR	State	\$0	\$4,407,071	\$0	\$0	\$0	\$4,407,071
<b>Total:</b>			<b>\$928,393</b>	<b>\$128,842,385</b>	<b>\$6,288,215</b>	<b>\$212,400</b>	<b>\$0</b>	<b>\$136,271,393</b>